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German Democratic Republic

FDD Abstract of [redacted]

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DATA ON INLAND WATER TRANSPORT (14 pp; German; [redacted])

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I. Freight Transportation. 1. Total fleet. The plan assumed loading space for 545,000 tons, but the monthly average available was only 526,000 tons. Due to favorable water levels the planned loading (72 percent of capacity) could be exceeded (75.1 percent). Turnaround time reached (16.9 days) represented a decrease of 2.3 days against 1950, but did not fulfill the plan (13.7 days). Still it enabled the "green registered" fleet to increase its performance by 520,895 tons against the first half of 1950 (increase in first quarter: 35,000 tons; in second quarter: 23.3 percent against the second quarter of 1950). I.e. performance in second quarter of 1950: 2,085,386 tons; in second quarter of 1951: 2,571,281 tons. Regular shipping operations were generally resumed during the last ten days of January (dates given for specific areas). Shipping was partly encumbered by closing of seven locks, including the Rothensee lock (Closing dates given). Plan and fulfillment figures for the first half of 1951 are given as totals (plan: 4,334,000 tons, 568,900,000 ton-kilometers; fulfillment: 4,120,700 tons, 618,200,000 ton-kilometers) and broken down by commodities. -

2. DSU fleet. The plan assumed loading space for 139,000 tons, but the monthly average available was 137,315 tons. Planned loading (75 percent of capacity) was not achieved (only 71 percent), partly due to the poor technical condition of the fleet. Turnaround time was 20.8 days, a decrease of 2.7 days against 1950, thus increasing performance by 359,367 tons (40.8 percent against the first half of 1950) I.e. first half of 1950: 880,801 tons; first half of 1951: 1,239,168 tons. Figures for the first half of 1951: planned 1,118,300 tons, 165,858,000 ton-kilometers; fulfilled 1,240,566 tons, 157,046,833 ton-kilometers. The annual investment plan (4,825,000 Deutsche marks) was fulfilled only to 29.4 percent (1,418,000 DM), the annual plan for general repairs (648,000 DM) to 74.1 percent (480,000 DM). Fulfillment of the investment and general repair plans was not expected, largely because of the shipyards which did not put into effect a promised 20-percent decrease in prices.

II. Passenger Transportation. 1. Total fleet. Plan (annual): 8,500,000 passengers, 10,000,000 DM; fulfillment: 2,753,606 passengers, 2,102,337.70 DM. Plan may be fulfilled since the season (July/August) was still ahead. - Data on the DSU fleet follow (fulfillment: 1,382,126 passengers, 1,293,395 DM) and a remark that coastwise resort service ought to be improved since many places and particularly the many construction sites along the coast are without railroad connection.

III. Cost Development during the first quarter of 1951. Freight: planned 4.13 DM per ton or 2,060,147.25 DM; actual 4.75 DM or 2,371,646.96 DM. Passenger transportation: planned 1.10 DM per passenger or 484,347.60 DM; actual 1.097 DM or 483,026.55 DM. The freight cost deficit was partly due to overtime pay. 28.3 percent of all work hours during the first half of 1951 (590,912 hours) was overtime. The average annual wage of a ship's crew member is 4,018 DM.

Foreign language document or a microfilm (A 7252) obtainable from CIA Lib. [redacted]

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